

Arroyo Seco Research Guide

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NEWSPAPER AND MAGAZINE ARTICLES

The Arroyo Seco Parkway Dedication Ceremonies Program. (1940).

Arroyo Seco Parkway dedication (1940). *The Arroyo Seco Parkway Dedication Ceremonies Program.*

Olson, C. L. (1940). **Traffic death toll emphasizes need for Arroyo Seco Parkway.** *The Arroyo Seco Parkway Dedication Ceremonies Program.*

Bazzani, A. (1940). **Birth of a modern freeway: the story behind the dedication.** *The Arroyo Seco Parkway Dedication Ceremonies Program.*

Spencer, R.D. (1940). **Flood control channel assures protection of parkway.** *The Arroyo Seco Parkway Dedication Ceremonies Program.*

Cortelyou, S. V. (1940). **Men, steel and concrete work miracles in the Arroyo Seco.** *The Arroyo Seco Parkway Dedication Ceremonies Program.*

Purcell, C. H. (1940). **Southerly extension of present parkway next freeway step.** *The Arroyo Seco Parkway Dedication Ceremonies Program.*

East, E.E. (1940). **Motorist saves six cents on each trip over new parkway.** *The Arroyo Seco Parkway Dedication Ceremonies Program.*

Clark, F.W. (1940). **Future freeway construction depends upon people of California.** *The Arroyo Seco Parkway Dedication Ceremonies Program.*

This is their work (1940). *The Arroyo Seco Parkway Dedication Ceremonies Program.*

Arroyo Seco Parkway dedication committees. *The Arroyo Seco Parkway Dedication Ceremonies Program.*

Arroyo Seco Parkway illustration. (n.d.) *The Arroyo Seco Parkway Dedication Ceremonies Program.*

LeValley, N. (1993 Spring). **Arroyo Seco Park...still waiting to be discovered.** *The South Pasadena Quarterly.* 4-9.

LeValley, N. (1993 Summer). **The first freeway in the west.** *The South Pasadena Quarterly.* 39.

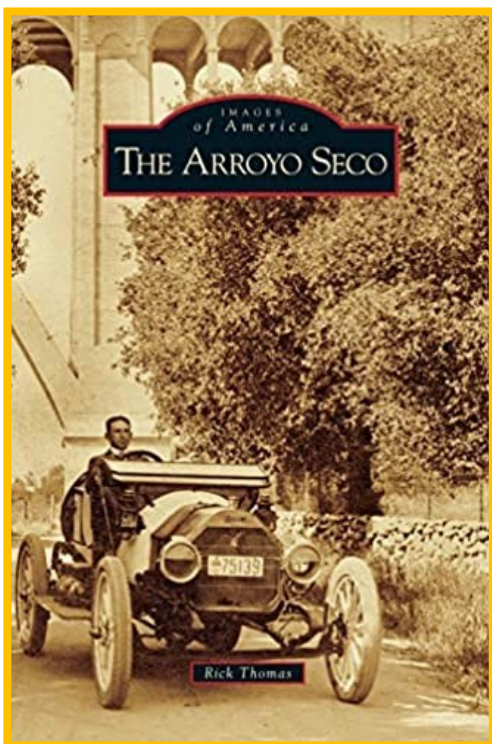
Simms, P. (2000 Spring). **Journey through the Arroyo.** *The Quarterly.*

Dougherty, J. (2000 Fall). **Mountain men of the Arroyo.** *The Quarterly.* 53-55.

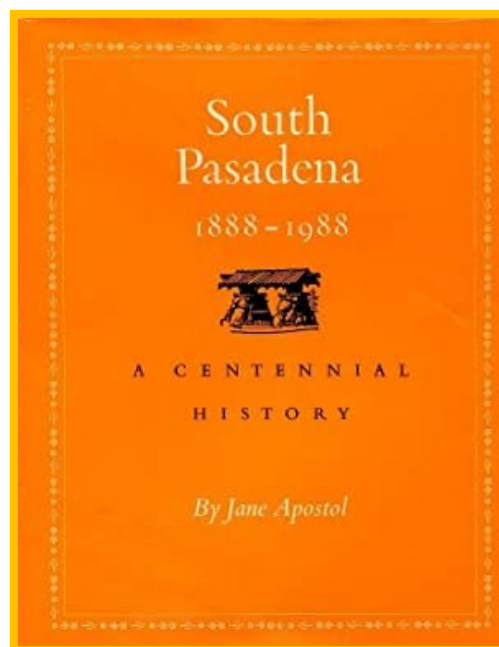


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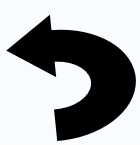
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The Arroyo Seco
by Rick Thomas



South Pasadena: A Centennial
History: 1888-1988, second edition
by Jane Apostol



WEBSITE LINKS

Arroyo Seco Parkway At 70: The Unusual History of the “Pasadena Freeway”

Metro Digital Resources Librarian. (2011, March 3). *Arroyo Seco Parkway At 70: The Unusual History Of The "Pasadena Freeway"*, California Cycleway & Rare Traffic Plan Images. Metro's Primary Resources. <https://metroprimaryresources.info/arroyo-seco-parkway-at-70-the-unusual-history-of-the-pasadena-freeway-california-cycleway-rare-traffic-plan-images/852/>

The History of the Arroyo Seco Parkway

The History of the Arroyo Seco Parkway. KCET. (2014, October 24). <https://www.kcet.org/shows/departures/the-history-of-the-arroyo-seco-parkway-photos#:~:text=How%20appropriate%2C%20then%2C%20that%20it,rural%20highways%20into%20urban%20areas>

Pasadena Freeway

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Photos: The Arroyo Seco Parkway, The First Freeway, Turns 75

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A Trip Down Memory Lane via the Arroyo Seco Parkway

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The ARROYO SECO *Parkway*

"THE WEST'S FIRST FREEWAY"



SOUTH
SOUT



BACK
TO LIST

Dedication Ceremonies
Monday, Dec. 30, 1940

Program

ARROYO SECO PARKWAY DEDICATION

MONDAY, DECEMBER 30, 1940

8:50 A.M. TO 9:20 A.M.

Band concert on steps of Los Angeles City Hall by Third Coast Artillery Band.
Caravan forms at Civic Center—Spring Street.

9:30 A.M.

Caravan leaves Civic Center headed by defense mobile units.

9:45 A.M. TO 10:30 A.M.

Concert by Pasadena Junior College Bulldog Band on Dedication grounds.

10:10 A.M. TO 10:30 A.M.

Arrival of Caravan at site of dedication ceremonies. Seating of distinguished guests and public officials.

10:30 A.M.

Opening Dedication Ceremonies:

Star Spangled Banner—Pasadena Junior College Band.
Raising of Stars and Stripes—entire audience singing with band.
Introduction of Master of Ceremonies Frank C. Balfour by General Chairman Amerigo Bozzani.
Invocation by Rt. Rev. W. Bertrand Stevens, B.D., Bishop of Los Angeles.
Address of welcome by Mayor Andrew O. Porter of City of South Pasadena.
Address by Albert I. Stewart, Vice Chairman of Board of Directors, City of Pasadena.
Address by Mayor Fletcher Bowron of City of Los Angeles.
Narration of History of Arroyo Seco Parkway.
Remarks by Wright L. Felt representing P.W.A.
Remarks by Clayton E. Triggs representing W.P.A.
Remarks by Dr. L. I. Hewes, Chief of Western Region, Public Roads Administration.
Selection by Third Coast Artillery Band.
Introduction of distinguished guests.
Introduction of District Engineer S. V. Cortelyou.
Introduction of State Highway Engineer C. H. Purcell.
Remarks by State Highway Commissioner Amerigo Bozzani.
Introduction of Highway Commissioners Bert L. Vaughn, Iener W. Nielsen, L. G. Hitchcock.
Remarks by Lawrence Barrett, Chairman, State Highway Commission.
Address by Director of Public Works Frank W. Clark.
Address by Governor Culbert L. Olson, dedicating Arroyo Seco Parkway.

11:35 A.M.

Cutting of Chain of Roses, officially opening Arroyo Seco Parkway to traffic by Governor Olson, assisted by the Queen of the 1941 Tournament of Roses, her six Maids of Honor, Mayor Porter of South Pasadena, Mayor Bowron of Los Angeles, Albert I. Stewart of the Pasadena City Board of Directors, State Highway Engineer Purcell, Chairman Barrett of the Highway Commission, and Director of Public Works Clark.

12:15 P.M.

Distinguished guests and public officials attend annual Kick-Off Luncheon of the Tournament of Roses Association, at Pasadena Civic Auditorium.



Traffic Death Toll Emphasizes Need for Arroyo Seco Parkway

By Hon. Culbert L. Olson

GOVERNOR OF CALIFORNIA



Governor Culbert L. Olson

WE ARE DEDICATING today a highway that will serve as a model for the future development of Freeways in California.

In the construction of the Arroyo Seco Parkway traffic safety was of paramount importance as it must be in all highway projects which are to follow. During 1939 there were 962 persons killed and 23,898 injured in Los Angeles County and the toll of human life and property losses in street and highway accidents during 1940 will exceed that of 1939. This is one important reason why we will need additional safety highways such as the Arroyo Seco Parkway.

It is imperative that during the next ten years we make a most determined effort to provide highway facilities capable of moving traffic freely and safely.

Results of engineering studies and research have evolved that construction of comprehensive systems of Freeway routes leading from urban centers to the rapidly developed suburban areas present the best solution to congestion around cities.

Here in Southern California, in addition to the Arroyo Seco Parkway, the Cahuenga Freeway leading from Hollywood toward San Fernando Valley is partially completed. Work is rapidly progressing on Olympic Boulevard, a conventional surface highway leading westerly from Los Angeles toward Santa Monica, which will help relieve traffic congestion in that area. In the San Francisco Bay area detailed plans are now in preparation for converting Bayshore Highway between Palo Alto and San Francisco into a Freeway, and preliminary designs are being prepared for another such arterial along the east shore of San Francisco Bay between Oakland and San Jose.

Other phases of highway development which must be continued in rural sections include construction

of greater mileages of divided highway for high speed inter-urban travel on main arterials.

One of the most important problems confronting the American people today is that of national defense. The results of surveys made in this State for proposed improvements which would be required for the Federal strategic military road system indicate that approximately \$150,000,000 will be required for such work in California.

California will co-operate with the Federal Government in the highway defense program to the full extent of its financial ability. However, it would appear that there must be increases in Federal assistance to the States if the program is to advance with the speed which is necessary.

I do not want to let pass this opportunity to express on behalf of the State of California our appreciation of the splendid co-operation given the Arroyo Seco Parkway project by the cities of Los Angeles, Pasadena and South Pasadena and the Federal Government through the U.S. Public Roads Administration, the W.P.A. and the P.W.A.

In dedicating this splendid highway we must look ahead to an increase in traffic volume on our State highways of between 20 and 25 per cent within the next ten years. Traffic safety must be paramount in our minds. I sincerely hope that ways and means will be found to build more Freeways such as the Arroyo Seco Parkway which we dedicate today.

Birth of a Modern Freeway

The Story Behind the Dedication

By Amerigo Bozzani

STATE HIGHWAY COMMISSIONER



Before the Parkway came, cottonwoods filled the Arroyo Seco.

THOUSANDS of years ago Mother Nature started work on the Arroyo Seco Parkway by carving out a beautiful canyon from the mountains to the sea. It became a natural trail for Man and for centuries and even up to fairly recent years it was used by the Indians as a direct route to the sea. All along the arroyo are evidences of their camps and trails.

So it is not unusual that when men turned to vehicles for their transportation they should attempt to adapt this ancient trailway to their needs.

This is to be a story of those men and organizations—men who had a vision and a determination to make it come true. Once plans for such a project as the Arroyo Seco Parkway take form on the engineer's drafting board and giant machines methodically take up their work, construction gathers momentum just as a snowball rolls downhill. But almost unsurmountable odds had to be overcome before the snowball started rolling.

It was back in 1895 that T. D. Allen of Pasadena made the first survey for a highway in the Arroyo. In the early 1900's the first vehicle traffic plan, a bicycle speedway between Pasadena and Los Angeles, was sponsored by Horace Dobbins. It was partly constructed but never fully completed.

Later when the automobile ceased to be a curiosity and became an integral part of modern life there was much talk and plans for a direct highway in the Arroyo Seco by citizens of Los Angeles, South Pasadena and Pasadena. These cities, however, could not bear the cost of construction alone.

The first important step towards the construction of the Arroyo Seco Parkway was the enactment by the Legislature of a law requiring the California Highway Commission to designate extension of State routes into and through cities. The second was the addition to the State Highway system of many important routes within city territory. These two acts, both sponsored by the Automobile Club of

Southern California, broke the precedent under which for 25 years or more the State had confined its highway work to rural territory.

In July of 1934 the Pasadena Realty Board appointed a committee to investigate the possibility of a road in the Arroyo Seco. This committee consisted of Edward S. Graham, chairman, and J. C. W. Hinshaw, Harrison Baker, Harold B. Bryon, J. K. Dotten, Robert Swink and William Wilson. Being an engineer, Mr. Hinshaw drew a preliminary plan which was approved by the Planning Commission and the City Directors of Pasadena.

Then followed the creation of the Arroyo Seco

the early stages of the cooperative endeavor. No story of the Arroyo Seco Parkway would be complete without special mention of Supervisor Roger Jessup; William Fox, Joe Mellon and E. J. Esse of the Regional Planning Commission; Fred Mowder of the Downtown Business Men's Association; Charles Williams of Highland Park; Steve Cunningham of the Los Angeles City Council; Engineers Lloyd Aldrich of Los Angeles, Harvey Hincks of Pasadena, and Frank H. Clough of South Pasadena; City Attorney Harold Huls of Pasadena; and Mrs. Mabel Socha, former chairman of the Los Angeles Park Commission.



The same spot today looking north from Avenue 26 Bridge.

Parkway Association in conjunction with the Pasadena Chamber of Commerce. Its officers included: Edward S. Graham, chairman; J. C. W. Hinshaw, chairman of the executive committee; Harrison Baker, vice-chairman; William Dunkerley, secretary; committee chairmen Major Charles T. Leeds, F. G. Martin, R. W. Caspers and Jackson Kendall and a general committee of 35 civic-minded citizens.

The Association started to interest the other cities along the route and soon obtained the unqualified endorsements of the Mayor and City Council of South Pasadena, the Mayor and City Council of Los Angeles, the Los Angeles Board of Supervisors, the Los Angeles Chamber of Commerce, the Regional Planning Commission, the Automobile Club of Southern California, the Chamber of Commerce of Highland Park, the Central Business District Association of Los Angeles, and the Traffic Association of Los Angeles.

Many individuals gave exceptional assistance in

The scene now shifts to Sacramento for the final and most important step—the securing of an Act of the Legislature making the Arroyo Seco Parkway a State Highway. The Arroyo Seco Parkway Association assigned a special committee, and for their yeomen's work, J. C. W. Hinshaw, now congressman, Edward S. Graham, Harrison R. Baker and William Dunkerley gained the title, "The Four Horsemen of the Arroyo Seco." With the approval and cooperation of the Administration and through the splendid services of Miss Eleanor Miller, representing the 47th Assembly District, who introduced the Bill and saw it through final passage, the vision neared reality.

The snowball had been started and the individuals retired from the front line trenches leaving the project in the care of the California Highway Commission and such able men as State Highway Engineer Charles H. Purcell, District Engineer Spencer V. Cortelyou and Frank Balfour, supervising right of way agent of the State Division of Highways.

Flood Control Channel Assures Protection of Parkway

By R. D. Spencer

ADMINISTRATIVE ENGINEER, WPA

WHOEVER first named the Arroyo Seco must have stood on its banks one hot July afternoon and sweltered in the warm sun. Translated literally it means, "dry wash," and during the summer months it lives up to its name. Similar to other Southern California *arroyos* scarcely a drop of water finds its way from the mountains to the sea during the dry season and before the Parkway was constructed its sandy bottom was a favorite rendezvous for placid horned toads and scampering lizards.

But once the rains commenced it was no place for the desert toads or lizards. Gathering momentum on the steep slopes of the mountains, the water rushed madly to the sea, churning and tearing through the sandy soil. Then the *arroyo* was anything but *seco*.

This Dr. Jekyll and Mr. Hyde complex of the Arroyo Seco is the explanation why this natural path between Los Angeles and the cities of Pasadena and South Pasadena had not been utilized before these

cities, the State Division of Highways and the Federal Government co-operated to place the Arroyo Seco under control. If the flood menace could be controlled, property damage could be minimized and part of the natural channel could be utilized as the right of way for the Parkway. To serve this dual purpose the Arroyo Seco Flood Control Channel was constructed.

Today it extends from Devil's Gate Dam in Pasadena to the Los Angeles River in Los Angeles, a distance of ten and a half miles, serving a drainage area of 45.2 square miles.

Built by the WPA at a Federal cost of \$7,000,000, plus \$880,000 from four sponsors, the State Division of Highways and the cities of Pasadena, South Pasadena, and Los Angeles, the channel has been under construction continuously for the past five years. It has been built to specifications that provide permanent insurance against recurring flood conditions.

Dry as a bone most months of the year, the Arroyo Seco often became a rampaging river during winter floods. Scenes such as this were common before the WPA constructed the concrete channel to control seasonal run-offs.





This scene, photographed at the same spot as the picture on the opposite page, shows WPA workers constructing the Arroyo Seco Flood Control Channel. It is designed to carry a peak flow of 13,500,000 gallons a minute.

Much was learned from the experience of the severe storm and flood of March, 1938. The storm undercut and destroyed portions of walls, washed out embankments and deposited large volumes of sand and gravel where the velocity of the flow was reduced. In one section, near the upper end of the project, it was necessary to increase the grade to avoid future deposits of sand and gravel.

The channel is now prepared to carry a peak flow in flood times of 13,500,000 gallons of water per minute to the Los Angeles River, a peak capacity twenty times that of the Metropolitan Water District Aqueduct. The figure 13,500,000 gallons per minute has little significance to the layman, but it means that if it were possible to dam approximately a city block of the Arroyo Seco Parkway the water diverted into the street would rise at the rate of 100 feet a minute.

Literally millions of yards of dirt were excavated

from the Arroyo Seco in the building of the channel, which is designed to confine the waters of the drainage area in a lined channel along the intersection-free modern traffic artery between downtown Los Angeles and Pasadena. Sanitary and storm sewers, abutments, piers for bridges, and flood damage repairs were included in the WPA work.

An interesting sidelight in the building of the Parkway was the utilization for the construction of highway embankments of hundreds of thousands of cubic yards of material excavated from the Arroyo Seco channel by the WPA and from the Los Angeles River channel by the U.S. District Engineer. This greatly facilitated construction of both the channel and Parkway, and cut down the cost of the latter considerably, for fills were made at the comparatively small cost of spreading and compacting the material.

Thus through the co-operative efforts of the Federal Government, the State Division of Highways and the cities of Los Angeles, Pasadena, and South Pasadena a former menace has been controlled. Motorists may now travel safely over the Arroyo Seco Parkway, even during the heaviest storm, with the knowledge that the flood waters now obediently follow a man-made path to the sea.

Men, Steel and Concrete Work Miracles in the Arroyo Seco

By S. V. Cortelyou

DISTRICT ENGINEER
CALIFORNIA DIVISION OF HIGHWAYS

CIVIC leaders of Los Angeles, Pasadena and South Pasadena for more than two decades have looked forward to the time when their cities would be connected by a modern highway. Their dream was realized today when the completed Arroyo Seco Parkway was officially opened and dedicated to public service by the Governor of California, Culbert L. Olson. The project admirably exemplifies the spirit of co-operation between the Federal Government through the Works Projects Administration, the Public Works Administration and the Public Roads Administration, the State of California and the Cities of Los Angeles, Pasadena and South Pasadena, which makes possible this great undertaking and gives California its first modern freeway.

The Parkway provides a six-mile unit of a direct nine-mile highway link between the business districts of Los Angeles and Pasadena. It also serves Highland Park, Lincoln Heights, South Pasadena, San Marino and other adjoining areas.

Starting at the Los Angeles end, this route extends northerly along Figueroa Street through the Elysian Park area across the Los Angeles River where the Arroyo Seco Parkway begins. The Parkway then follows northeasterly along the Arroyo Seco from its

junction with the Los Angeles River, for a distance of four miles to the boundary between Los Angeles and South Pasadena. Here the Parkway turns easterly and crosses the main channel of the Arroyo Seco, following Grevelia Street to Fair Oaks Avenue. It then skirts Raymond Hill and makes a connection with Broadway and Glenarm in Pasadena. Broadway is a fully improved, wide city street providing a direct connection to the business district and civic center of Pasadena. Of this general project, the portion which is known as the Arroyo Seco Parkway extends six miles from Avenue 22 in Los Angeles to Glenarm Street.

The Parkway construction provides for traffic moving in opposite directions separated by raised curbs. The separated roadways are each 35 ft. in width providing for three lanes of traffic in each direction. The lanes are 11 ft. and 12 ft. wide. The pavement consists of asphalt concrete and Portland cement concrete so placed as to provide color differentiation between the four lanes nearest the center. This is an important safety feature in that, along with the traffic striping, the difference in color of the pavement tends to keep traffic from changing from one lane to another.

In the building of the Parkway, safety features

Actual ground breaking for Arroyo Seco Parkway was in March, 1938. Miss Cheryl Walker, queen of the 1938 Tournament of Roses, pulled the lever on a giant tractor which started grading operations.



were of paramount importance. Designed as a freeway with ingress and egress from abutting property prohibited and with all crossings separated and left turns prevented, it is possible for traffic to drive the entire length of the Parkway without encountering a single stop light, intersecting street or railroad grade crossing. Where curving alignment was necessary the roadway was tilted or superelevated in order to provide safety for vehicles traveling at higher speeds.

Special safety lighting is provided in the design consisting of sodium vapor lights at all inlets and outlets to the Parkway, reflectorized warning and directional signs, red and amber flashers and other warning devices necessary for the protection of public travel. The City of Los Angeles has installed an excellent system of modern street lights from the north city boundary to Avenue 22.

Saving in time to motorists is based, not upon the traffic flowing at unduly high speeds, but on its ability to flow continuously at reasonable speeds without delays caused by cross traffic and left-hand turns. It is necessary that connections provide for safe interchange of traffic between freeway and the intersecting streets. In the Arroyo Seco, construction was constricted by topographic features making it impossible to build the conventional "cloverleaf." In every case ramp connections of the "compressed cloverleaf" type have been designed so that left-hand turning for traffic leaving or entering the Parkway is prevented. Wherever topographic control features would permit, accelerating and decelerating lanes have been provided for traffic entering and leaving the Parkway, so that changes of speed can be accomplished outside the limits of the main traveled lanes. All of these features add to the safety which will result to motorists using this traffic artery.

While safety is the watchword in the design and construction of the Arroyo Seco Parkway, the time saving for motorists using this route is important. These elements of safety and time made necessary the construction of twenty-two vehicular bridges, two pedestrian structures and two railroad bridges to carry traffic over the Arroyo Seco Parkway at separated grades. It is of interest to note that this bridge construction cost over \$1,500,000. This is in addition to the \$600,000 cost of the Figueroa Street viaduct carrying North Figueroa Street over the Los Angeles River and San Fernando Road. This viaduct, a structure 883 feet in length, is rightly to be considered as a part of the Arroyo Seco Parkway project. It was constructed with State funds by the City of Los Angeles in 1936 shortly after this route had been adopted as a State Highway by the State Highway Commission.

The Right-of-Way Department of the Division of Highways was faced with the necessity of purchas-



During construction of the Parkway, great care was taken to preserve the natural sycamores whenever possible. Masonry retaining walls such as those shown above, were built to protect the trees so that motorists might enjoy beauty as well as safety.

ing hundreds of parcels of property through the three cities. Dozens of homes were purchased and moved. As no private owner was to have direct access to the Parkway, it was necessary for the State to purchase the rights of ingress and egress from the remaining private property to the Parkway. In every instance such ingress and egress rights were acquired. The purchase of these rights forever prevents the development of small businesses, hotdog stands, gasoline stations, or any private or commercial enterprises along the Parkway — it means that the safety and utility of the Parkway when constructed will never be impaired by business development. The total cost of right-of-way acquisition alone runs between four and five hundred thousand dollars. This right-of-way cost is remarkably low, being only 10% of the total Parkway cost. This low cost is due to the fact that much of the Parkway is through park lands owned by the cities. It is due also to the splendid assistance given the project by all officials and departments of the three cities and to the wholehearted cooperation of the owners of the properties affected and the residents of the adjoining communities.

Design of the Parkway details and preparation of the plans were jointly accomplished through close cooperation between the engineering staffs of the three cities, Los Angeles, Pasadena and South Pasa-



dena, and the District VII office of the State Division of Highways. Supervision of the construction of the Parkway was handled by the State.

This being a part of the Federal Aid Highway System, the design and construction are subject to review by the Federal Public Roads Administration, which Department has given most cordial cooperation and assistance.

Construction of the Arroyo Seco Parkway could not proceed in a continuous manner from one end to the other. It had to be started outside the Arroyo Seco area because Los Angeles City was engaged in a WPA project for the construction of a paved flood control channel in the Arroyo Seco. Until the flood control work had reached an advanced state, it was impossible to start the highway construction in the Arroyo since for most of the distance the Parkway had to follow along and adjacent to the flood control channel. In fact, the paving of the channel made it possible to confine the flood waters in a narrower channel, thus leaving sufficient area in the canyon to provide for the Parkway.

For these reasons the first highway construction contract let by the State was for the portion in South Pasadena from Fair Oaks Avenue to Glenarm Street, a section 0.7 mile in length. Ground-breaking ceremonies signaling the start of work on the Arroyo Seco Parkway were held on March 22, 1938, in South Pasadena. Federal, State, City and County officials participated in the celebration. Actual breaking of ground became a reality when Miss Cheryl Walker, queen of the 1938 Tournament of Roses, pulled the lever on a giant tractor which started the grading operations. Since that date, as a result of the splendid cooperation between the governmental agencies

This view of the Avenue 60 grade separation pictures many of the features of the new Parkway—the river channel to the left, the two free-way lanes, the local service road on the extreme right, and the fences to prevent children and others from entering.

interested in the undertaking, great progress has been made considering the complex problems that had to be solved.

Along Grevelia Street in South Pasadena, the State had to move the electrical power transmission line belonging to the Southern California Edison Company to a new location in order to make way for Parkway construction.

This same street carried the Union Pacific Railroad extending between Los Angeles and Pasadena and this railroad also had to be moved to one side. Another railroad in this vicinity that had to be passed under by the freeway was the Santa Fe Railway. In the moving of the Union Pacific Railroad, it was done in such a manner as to bring it parallel and adjacent to the Santa Fe Railway at Fremont Street so that where crossing occurred over the freeway a combination bridge could be built which would take care of both railroads on the one structure. Both railroads were likewise carried on a new combination bridge over the Parkway and also the Arroyo Seco Channel near Avenue 35.

As the various problems which arose were solved, contracts were let dovetailing one with another and coordinating with the WPA flood control and storm drain work. Contractors on overlapping and adjoining work gave wholehearted cooperation to each other and the State to the end that costly delays

were eliminated and the best workmanship secured. This cooperation has made the Arroyo Seco Parkway a completed reality.

Natural scenic beauties of Arroyo Seco are being enhanced by landscape engineers of the Division of Highways and when their work is completed the Parkway is expected to be an outstanding example of modern highway beautification.

Approximately 4,000 young plants of various varieties have been propagated especially for this landscaping project. Some 47 kinds of plants will be used in improving the right-of-way on either side of the highway. Of these 42 are native species. All species have been selected and placed so that a brilliant showing of color will be maintained throughout the year.

The Park Departments of the cities of Los Angeles, South Pasadena and Pasadena are to be commended for their cooperation in the program of beautifying the Parkway and improving the heretofore undeveloped park areas in the vicinity. The Parkway will bring thousands of persons to view the beautiful park areas, an additional scenic attraction for Southern California.

The financing of the Arroyo Seco Parkway project again admirably exemplifies the spirit of cooperation between the Federal, the State and City governments.

The total cost of the Arroyo Seco Parkway, itemized to show sources of funds, is as follows:

State Highway 1½c Gas Tax Funds with corresponding Federal aid from the Public Roads Administration amounting to	\$3,250,000
¾c State Highway Gas Tax for Pasadena....	336,000
¾c State Highway Gas Tax for South Pasadena	70,000
¾c Streets of Major Importance Gas Tax for South Pasadena.....	12,000
¾c State Highway Gas Tax for Los Angeles	40,000
Other South Pasadena City Funds.....	1,000
Los Angeles City Funds (Lighting System)	115,000
PWA Funds	478,000
WPA Funds	1,398,000
Total.....	\$5,700,000

In addition to the above, the cost of the Arroyo Seco flood control channel work under Los Angeles City Engineer Lloyd Aldrich, including the Federal cost, was about \$6,400,000 as a Federal relief labor project. This makes a grand total for the combined projects in the Arroyo Seco of about \$12,000,000.

It will be noted that the total cost of the Parkway is less than \$1,000,000 per mile. This includes all bridge structures, railroad relocations, utility reconstruction, storm drain work, connecting roads, landscaping and all appurtenant work. This is an exceptionally low cost for a freeway of this character and is obtained because its location makes it readily adapted to grade separations.

Thus the Arroyo Seco Parkway becomes the first completed unit of the proposed system of modern express highways which is absolutely essential in this, the fastest growing and most congested metropolitan area in the West, to provide for the safe and expeditious handling of traffic.

To provide maximum safety, all curves along the Parkway are banked as shown in the photograph below. In addition a low wall separates the two opposing lanes on each curve. The Santa Fe viaduct is shown in the background.



Southerly Extension of Present Parkway Next Freeway Step

By C. H. Purcell

STATE HIGHWAY ENGINEER



C. H. Purcell

WHENEVER a new improved highway facility is opened to the public in and around the Los Angeles metropolitan area it is almost a foregone conclusion that such a large volume of traffic is attracted to it that the adjoining sections of this highway which have not already been adequately improved become badly overtaxed. Now that the Arroyo Seco Parkway is completed we are certain to face this situation, particularly from the southerly terminus at Avenue 22 into the business district of Los Angeles city.

Los Angeles city and county traffic authorities and those motorists who will use the Arroyo Seco Parkway between Los Angeles and Pasadena are even now asking the question, "What does the State propose to do in Los Angeles city from Avenue 22 southerly along North Figueroa Street in order to relieve the bad traffic congestion across the Los Angeles River bridge, through the Riverside Drive intersection, and in the four Elysian Park tunnels where even now during the morning and evening rush hours the traffic delays are intolerable?"

The general plan being developed by the State for handling this situation proposes:

To use the four existing tunnels, roadway and bridge over Los Angeles River between Castelar Street and Avenue 22 for northbound traffic only.

To construct an additional four-lane bridge across the Los Angeles River upstream from the existing

bridge, the grade of the southerly end of the bridge to be above Riverside Drive, permitting northbound Riverside Drive traffic to turn left under the new bridge.

To construct a four-lane roadway, in open cuts if possible, for southbound traffic on the westerly side of existing tunnels and at a higher elevation to facilitate grade separations for traffic at Solano Avenue, Bishops Road and at Castelar Street.

At the time the City of Los Angeles built the existing tunnels it was expected, when traffic developed sufficiently to require it, to construct a parallel line of tunnels. A recent estimate by the City for an additional four-lane bridge across the Los Angeles River and the additional line of tunnels and four-lane roadway from Avenue 22 to Adobe Street was given out as \$2,500,000.

Because considerable PWA and WPA Federal funds became available for the Arroyo Seco Parkway construction which were not anticipated when the highway budget was adopted, savings resulted in the State budgeted funds. The California Highway Commission made these savings available for starting work on the Arroyo Seco Parkway Southerly Extension through Elysian Park leading into downtown Los Angeles.

A study was made to determine the possibility of substituting open-cut construction for the roadway through the Elysian Park hills instead of tunnel con-

struction. Roadways in open cuts are preferable to tunnels because of greater safety and efficiency in vehicular operation and also because of greater possibilities for beautification and landscaping. This study of "open-cut *versus* tunneling" immediately raised the question of the stability of the cut slopes.

Dr. John P. Bulwada, eminent geologist of California Institute of Technology, was engaged by the State as consulting geologist to make a study of the feasibility and safety of the district's plans for open cuts instead of tunnels through the Elysian Park hills. His investigations and report gave full approval of our plans.

The open-cut construction is not only more desirable for traffic but is considerably less expensive than an additional line of tunnels. The approximate estimate of the cost for this freeway between Avenue 22 and Adobe Street on the basis of open cuts is \$1,500,000, based on some WPA assistance. City of Los Angeles officials concur in this solution.

The Federal authorities, realizing that many WPA projects in this vicinity are drawing to a close, are very anxious to have other important public work available to utilize workers from the large reservoir of unemployed in the Los Angeles metropolitan area.

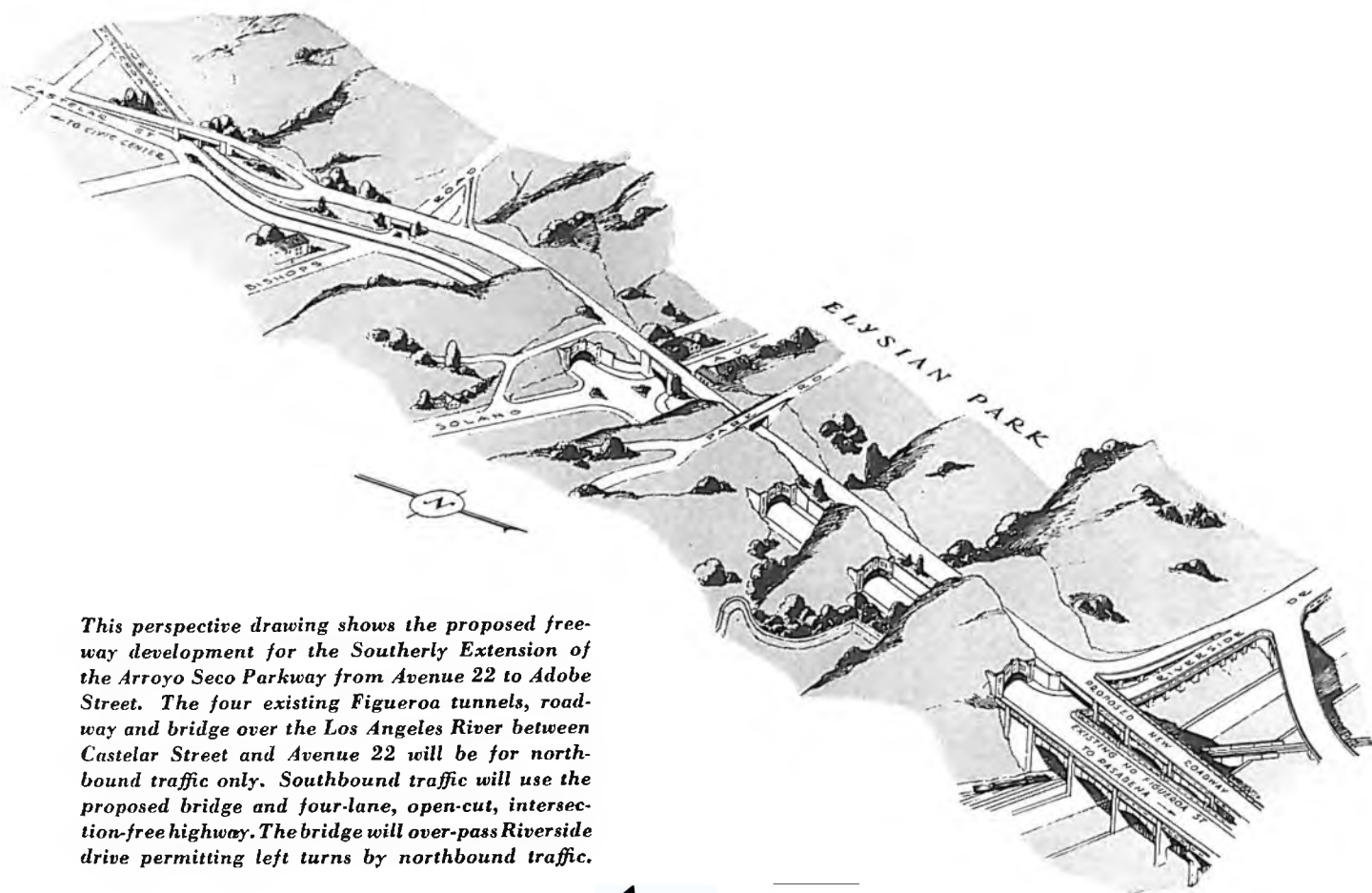
Frank W. Clark, Director of Public Works, has arranged with the Federal Works Progress Administration for some of the new construction work to be

done by WPA forces. It is proposed that they will do only that portion of the work which is adapted to their operations, such as right-of-way clearing, reconstructing of Elysian Park facilities, carrying out roadway grading, constructing retaining walls and other related work.

The substructure for the proposed new bridge across the Los Angeles River to carry southbound traffic is also work that will be handled by the WPA forces. It is proposed that the new bridge superstructure and also the necessary bridge structures at Castelar Street, Bishop's Road, Park Row and Solano Avenue, which require intricate specialized work not appropriate for WPA operations, be constructed by advertising and letting State contracts in the usual way.

A large force of men has already started on the WPA portion of the work, clearing for the new open cuts and carefully boxing and moving for later replanting all valuable or desirable trees within the occupied Park area.

It is the desire of the State to prosecute construction on the Arroyo Seco Parkway Southerly Extension as fast as possible. This freeway will later be extended southerly to connect with the "West By-Pass" and other proposed express highways so that motorists using the completed freeway will have an adequate traffic artery leading into and through downtown Los Angeles.



This perspective drawing shows the proposed freeway development for the Southerly Extension of the Arroyo Seco Parkway from Avenue 22 to Adobe Street. The four existing Figueroa tunnels, roadway and bridge over the Los Angeles River between Castelar Street and Avenue 22 will be for northbound traffic only. Southbound traffic will use the proposed bridge and four-lane, open-cut, intersection-free highway. The bridge will over-pass Riverside drive permitting left turns by northbound traffic.

Motorist Saves Six Cents On Each Trip Over New Parkway

By E. E. East

CHIEF ENGINEER
AUTOMOBILE CLUB OF SOUTHERN CALIFORNIA

WHAT does the opening of the Arroyo Seco Parkway mean to the average motorist?

Probably most important from his viewpoint is the fact that he will save six cents on each trip between Los Angeles and Pasadena or twelve cents on each round trip.

This figure was not arrived at by guess work. The Engineering Department of the Automobile Club of Southern California has determined through actual study that intersection delays and congestion resulting from roadside encroachments are costing motor vehicle owners in the Los Angeles area an added one cent per vehicle mile of travel over and above the cost of operating on such facilities as the Arroyo Seco Parkway.

This cost includes gasoline consumed in stopping and starting and wear on tires and brakes but does not include loss of time and the substantial property

and other losses resulting from street and highway accidents. This added cost of one cent a vehicle mile, which has been verified by studies on the Merritt Parkway in Connecticut, the German motor roads and other independent studies, applied to the ten billion vehicle miles of travel in the Los Angeles area during 1940, shows a total in this one item, alone, of \$100,000,000.

The Los Angeles area has grown up with the motor vehicle. Its citizens have accepted this flexible, individual transportation unit and have adjusted their living habits to its use. More than 80 per cent of all transportation in the area is served today by the motor vehicle. The rapid growth in the use of the motor vehicle may be attributed to the fact it provides complete individual transportation service between origin and destination. The effect of this class of transportation upon urban development is in





Intersection traffic jams such as the one pictured on the preceding page are a familiar sight to Los Angeles motorists. In marked contrast is the ease of traffic movement over the Arroyo Seco Parkway in the scene above, free of conflicts between intersecting and opposing lines of traffic and roadside encroachment with its attendant parking problem.

marked contrast to that of mass transportation. The first is a decentralization force while the latter encourages, and in most cases forces centralization.

Here in the Los Angeles area the effect of motor vehicle transportation upon urban development and living habits is probably more pronounced than in any other community. Some of the more significant of these effects are a preponderance of single family residences, low population density per acre of land, numerous high class shopping centers conveniently located and a grading off of land value toward a common level. This type of urban development is made possible by motor vehicle transportation and the maintenance of such development is predicated upon the continued use of the motor vehicle.

Street and highway congestion is rapidly destroying the efficiency of the motor vehicle as a transportation unit. If this efficiency is lowered, costly adjustments in living habits are made necessary. Traffic delays and congested streets are resulting in shifting business districts and blighted residential areas. The

blighting effect of adjustments is seen today in every part of the area. The cost of providing facilities for efficient motor vehicle operation will be great; yet the cost of doing without such facilities will be many times greater.

The Arroyo Seco Parkway is the forerunner of a network of traffic ways similar in design that must be spread over the metropolitan area of Los Angeles County during the present and succeeding decades. Such a network has been recommended by the Automobile Club of Southern California, Transportation Engineering Board of the City of Los Angeles and the Regional Planning Commission of Los Angeles County. The several plans proposed by these agencies differ slightly as to individual routes and in priority of construction, but in essential detail they are identical.

Parkways such as the Arroyo Seco with its roadside planting will pay large dividends to the citizens of the Los Angeles area. The Arroyo Seco Parkway, in marked contrast to most of our highways beset with roadside encroachment and conflicts between intersecting and opposing lines of traffic, will not lose its efficiency, but will show through the years a greater and greater return on the investment to the users and communities which it serves. Future motorways will give form and stability to our growth and will make a more pleasant and efficient community in which to live and work.



Future Freeway Construction Depends Upon People of California

By Frank W. Clark

DIRECTOR OF PUBLIC WORKS

FREEWAYS are rapidly becoming an integral and necessary part of any comprehensive highway system. They are a natural and logical step in the gradual evolution of highway development—an evolution that dates back to the first use of the automobile. In retrospect, the speed of early automobiles in comparison with the horse and buggy brought on demands to take the highways out of the mud and ruts. These demands were met by surfacing the old wagon trails. Increased speeds and increased weights of trucks soon demanded straighter and smoother roads. Volumes of traffic increased until it was necessary to construct multi-lane highways.

Highways carrying large traffic volumes were soon

recognized as an ideal point of contact between merchant and consumer. As soon as a new road was built “string towns” or “ribbon cities” would “mushroom” over night. Service stations, night clubs, fruit stands, junk yards and other commercial establishments were thrown up with utter disregard for aesthetics or of the purpose for which the road was built. As a result, the modernized highway facility

The Avenue 52 grade separation, pictured below, illustrates the inlet and outlet design incorporated in the Parkway. This departure from the conventional cloverleaf design was adapted to fit in with local topography.



which the motorist had paid for out of gas tax funds, often became little more than an ugly city street serving a few local interests. For the sake of safety, these roads had to be zoned for restricted speeds. In many cases the final result was a facility little better than the one which the new improvement had been built to replace.

Under the then existing laws, the Division of Highways was powerless to do anything about the situation. Now, however, the "Freeway Law" which was passed by the legislature in 1939 and approved by Governor Culbert L. Olson makes it possible to avoid these bottlenecks and places this State among the highway leaders of the nation.

The new law recognizes a freeway as a new type of a highway to which abutting property shall have no right of access or only limited right of access. Under this law, the department is authorized to acquire the necessary rights of way and rights of access from private property to construct and maintain such freeways. The intersection of local county roads or city streets can be regulated or eliminated by agreement with local authorities. New intersections of local streets or highways cannot be made without the consent of the California Highway Commission.

As a result of this law, projects such as the Arroyo Seco Parkway are now possible. This parkway with its dividing strip to separate opposing traffic throughout its length, with all cross traffic or left turn eliminated by grade separations and with strategically located ramps to permit rapid ingress and egress to and from the highway with a minimum of hazard, is typical of what can and is being accomplished. Where before, cross roads, private entrances, random turning and restricted speed zones often reduced the average speed of travel to 10 or 15 miles per hour, freeways will now permit safe average speeds in excess of 45 miles per hour.

Thus the highway transportation system has developed in gradual stages from the old wagon road to the modern freeway. These stages were all natural developments coming about as a result of popular demand.

While freeways are perhaps a panacea for most traffic ills, for practical reasons their use must be restricted to highways of great importance. Such highways usually occur in or near urban areas where land is subdivided into numerous small parcels which are ordinarily highly developed. The cost of this highly developed land to the widths necessary for freeways will often put the cost of rights of way in excess of that necessary for construction. Where a modern multi-lane highway in an urban area might cost \$200,000 per mile, a freeway with its wide right of way, access rights, grade separations, service roads and connecting ramps may run to several times



Frank W. Clark

that cost. In rural areas the costs of both types of facility are proportionately lower.

It is only on a small mileage of our entire highway systems that freeways will be economically justified or for that matter will multi-lane highways be justified. The balance of the mileage, however, could absorb more than all available funds just to keep ahead of obsolescence. Thus, unless present highway revenues are markedly increased, expansion of the freeway system is almost certain to lag behind the demand.

To date the California Highway Commission has designated a total of 91.4 miles of highway as freeways. Only a small portion of this mileage has been completed. A small portion is under construction, a portion is in the planning stage and another portion is ear-marked for future construction as funds become available.

Freeways are here to stay. The California Highway Commission is empowered to declare additional freeways and the engineers are prepared to design and construct them. The progress of ultimate future construction, however, will depend on public reaction. If the travelling public finds freeways to their advantage to such an extent that there is an aroused public demand for such facilities and if necessary funds are provided, the ultimate future of freeways is unlimited.



This is Their Work!

PUBLIC SPIRITED CITIZENS and civic organizations played an important part in bringing about the Arroyo Seco Parkway, but the finished project stands as a monument to the skill and genius of the men who actually built the West's first freeway.

Today's dedication would not be complete without paying tribute to these men whose planning and toil have made possible this safety highway linking three great cities:

To State Engineer Charles H. Purcell and his able District Engineer S. V. Cortelyou whose efforts were largely responsible for the completion of the Arroyo Seco Parkway. To the untiring efforts of Engineer Cortelyou's assistants, A. D. Griffin, A. N. George, E. S. Gripper and R. J. Hatfield. To Earl R. Bunker, State Right of Way Agent, and Frank C. Balfour, State Supervising Right of Way Agent, for their efforts in obtaining right of way for the project.

To City Engineer Harvey Hincks of Pasadena and his assistants for their co-operation and early plans for the Parkway in Pasadena and South Pasadena. To Frank Clough, City Engineer of South Pasadena.

To City Engineer Lloyd Aldrich of Los Angeles and his deputies, Merrill Butler, L. E. Arnold, C. J. Shults, L. W. Armstrong, C. L. Bell and R. W. Stewart for preparation of intricate plans in co-operation with State engineers, and for Engineer Aldrich's efforts in securing large Federal allotments for the Arroyo Channel.

To Dr. L. I. Hewes and C. H. Sweetzer of the U.S. Public Roads Administration; to Wright L. Felt of the P.W.A. and to R. D. Spencer and Bernard Sewell of the W.P.A., representing the Federal Government without whose aid the Parkway never could have been completed.

To the Park superintendents and commissioners of the three cities for their aid in beautification and right of way.

To the Santa Fe and Union Pacific Railroads for changing facilities on their private rights of way to fit in with the Parkway, thus effecting substantial savings in the Parkway construction.

To the spirit of co-operation evidenced by the many contractors and their employees whose willingness to aid enabled the project to advance well ahead of schedule.

These are the men who joined hands to make a dream come true. These men *today* present to the public this "Highway of Tomorrow."

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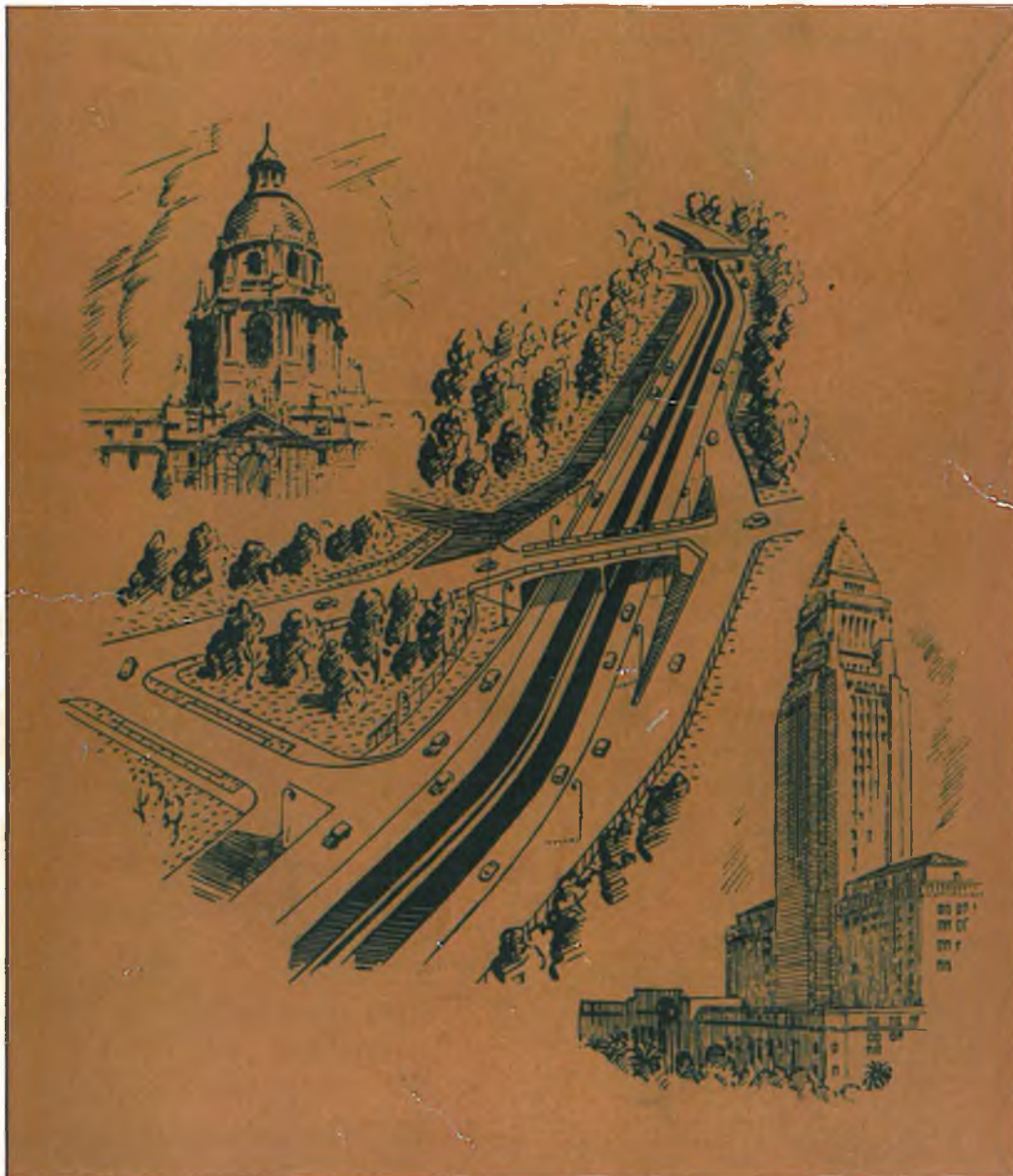
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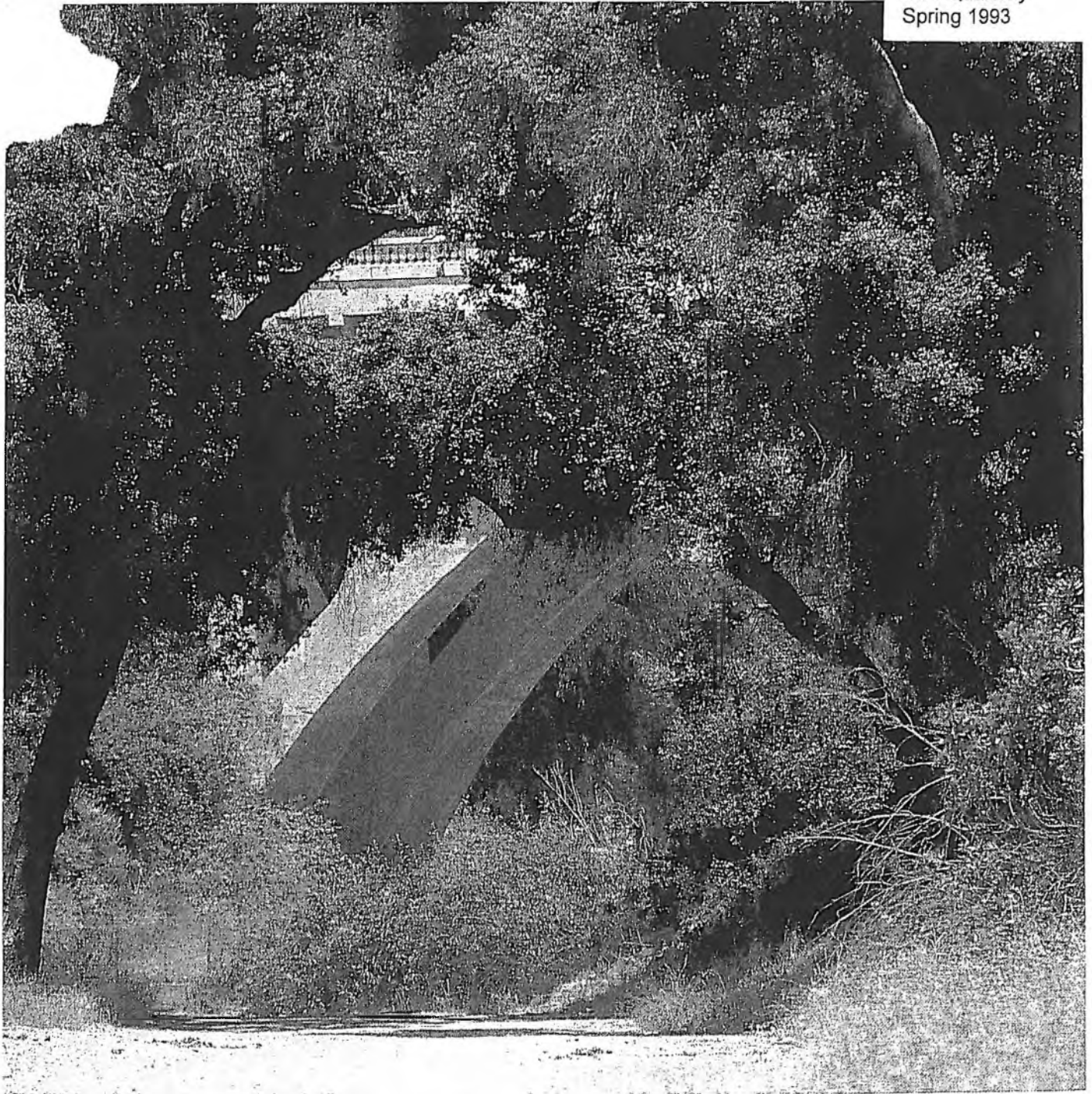
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Arroyo Seco Park....

Still Waiting To Be Discovered

*Story by Norma LeValley
Photos by William Ericson*

Arroyo Seco Park hasn't quite decided what it wants to be when it grows up.

One of South Pasadena's three parks, it meanders from Highland Park's sycamore groves and out-

door theater, through the western border of South Pasadena. The park has chased the Arroyo Seco River from the mountains of La Canada and the Devil's Gate Dam down through Pasadena to South

While Garfield Park, located safely in the center of South Pasadena, appeals to family gatherings, city events and the toddler set, Arroyo Park appeals to "special interest" groups.

Golf courses and driving ranges are sprinkled along the way and riding stables keep the bridle paths occupied. The Raquet Center and Archery Center appeal to many while the Casting Pool offers the avid fisherman or woman a chance to practice with a favorite lure.

In Pasadena's portion of the Park, the Rose Bowl brings in football fans, music concerts and civic events, while the Olympic-sized swimming pool attracts swimmers and Olympic hopefuls.

Although many people are familiar with the famed Rose Bowl football games starting back in 1902, few remember the first game was between the University of Michigan and Stanford, with Michigan winning 49 to 0 before a crowd of 8,000.

Deciding football was too violent, the game was banned on January 1 at the Rose Bowl and chariot races were the replacement. It wasn't long before football ap-



MINIATURE GOLF--A popular family 'getaway' is the miniature golf course at Arroyo Seco Park. Treacherous windmill, wishing well and many other obstacles must be overcome in this challenging game of skill.

peared to be the less violent alternative and the annual football game was re-instated.

Environmental groups hold Earth Festivals and wilderness

survival is taught on the banks of the river. Firefighters practice river rescue and helicopters can land and pick up water for fire-fighting air drops.

Little League baseball players and AYSO soccer teams call the area home, but the park itself lacks cohesiveness.

Current problems include taggers spraypainting the tunnel and other areas of the park; older players attempting to take over the soccer and baseball fields from the younger players; transients living under the bridges; complaints about the field lights being on all the time and complaints when the lights aren't on that drug dealers use the area.

In Pasadena, neighbors complain about traffic and parking when concerts and football fans fill the stadium.

The park is used to complaints. Back before it was declared a park, it was a convenient hideaway for



QUIET TIME--Can this scene of tranquility be just 10 minutes from the hustle and bustle of downtown L.A.? South Pasadena's Arroyo Park offers a buffer between hectic city life and the home-oriented community of South Pasadena. A visit to the Arroyo can be a trip back to Early California.

See Arroyo Seco, page 6

bandits and horse thieves. Tiburcio Vasquez, a famed San Gabriel Valley bandit, would rob people of their money and then head up in the mountains to his hideout near

Chilao. City of Chilao was named after Vasquez's foreman, who was known for branding stolen cattle.

Legend has it that there were gold mines in the area including one by the 14th and one by the 17th hole of the current Annadale Golf Course.

Before Arroyo Seco became a park, there was an ongoing controversy about the river that separated this area from Los Angeles for several months each year be-



'CLIMBING THE MATTERHORN'-- Many local children have spent hours trying to climb the 'Matterhorn.' At northern border of South Pasadena, it's a wilderness landmark.

cause of its raging waters, width and depth. Bridges needed to be built and the construction of the dam eliminated the prolific fishing pools and swimming hole haunts of South Pasadena children.

Around the turn of the century, Adolphus Busch, president of Anheuser-Busch, Inc., had a 30 acre sunken garden built at the northwest corner of South Pasadena by the Arroyo. There were 14 miles of pathways and 100,000 clay statues of characters, such as Snow White and the Seven Dwarfs and Cinderella, were on the grounds.

The area was used sometime later for filming Errol Flynn movies, including "Sherwood Forest," where he played Robin Hood.

There was the Preventorium, located in the north end of Pasadena's park section. It was both a home and a camp for young boys with tuberculosis and lasted through the 1930's.



Tiburcio Vasquez
Famed Local Bandit

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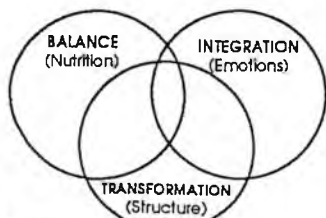
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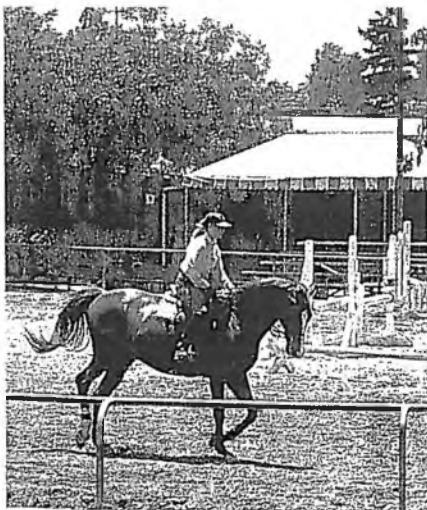
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People of South Pasadena back in the early '20's didn't want to spend money to buy the 100 acres to turn it into a park. They said sewers and better firefighting equipment were more important than a park. The park at the time was being used by six dairies, bee-keepers, a rock crushing company and an evangelical church.

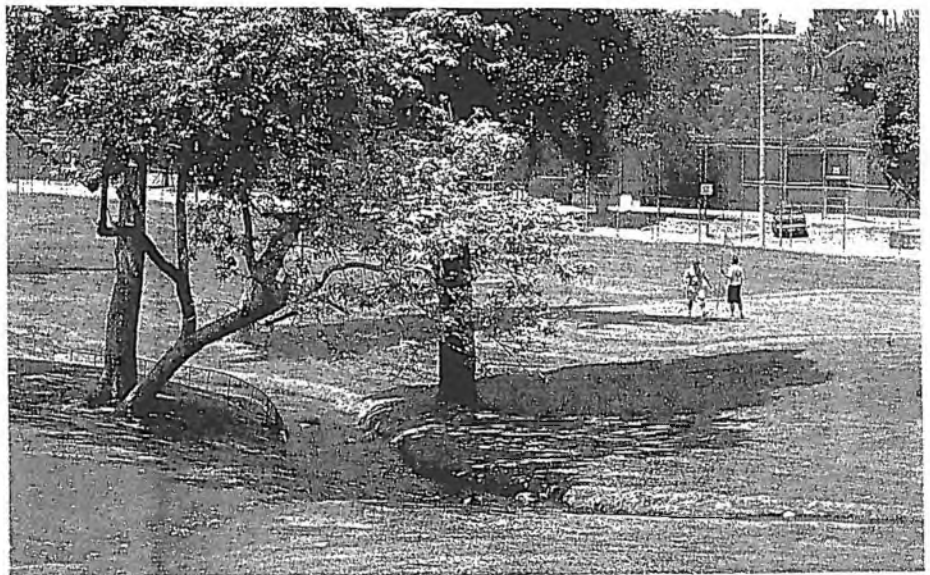
Occasionally it was leased out for the filming of western movies. During one of the early South Pasadena Council meetings, Mayor Ernest Sutton marched with the City Council to the Arroyo where they accused a movie company of "shooting and whooping it up." In the Mayor's autobiography he told the Council, "We already know that over near Cahuenga Pass a small settlement called Hollywood was having the same trouble with those gypsies."

At the same time, South Pasadena was trying to decide whether or not it should annex to Los Angeles. Leading the fight against annexation was the local paper, the South Pasadena Record whose editor Wickizer said the city would "lose home rule and the saloons would be back."

Despite an Arroyo Parkway Association being formed with Charles Lummis as head, it wasn't until 1922 that South Pasadena



An early morning outing in the Arroyo.



ON THE GREEN--An exuberant golfer is pleased with the lie of his golf ball. If he gets discouraged, he can always throw away his clubs and pick up a racquet across the street.

passed a \$100,000 bond issue to acquire 100 acres for a park.

By 1936, by a South Pasadena Council vote of 3 to 2, approval of the Arroyo Seco Freeway was passed with groundbreaking two

years later. Many residents were dismayed when the route was announced as taking up park

See Arroyo Seco, page 8

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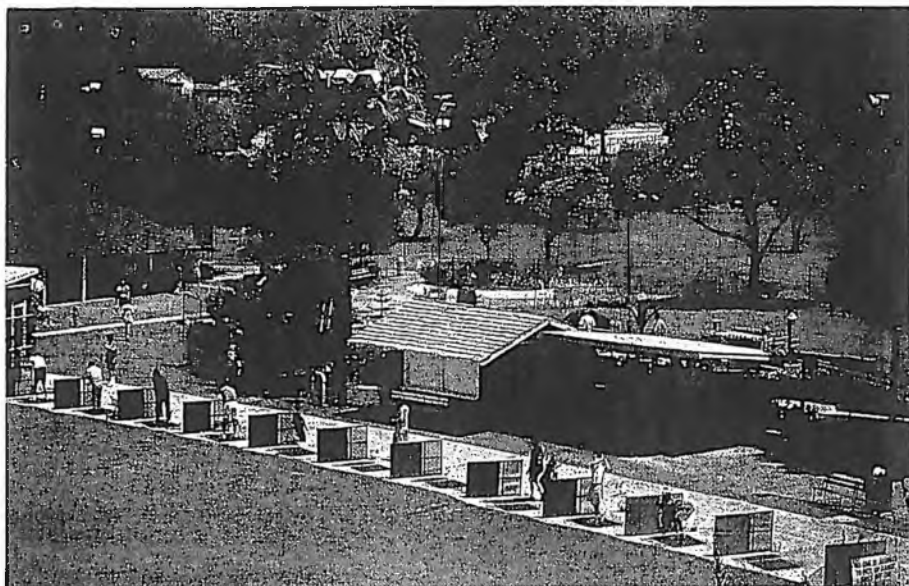
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DRIVING RANGE--Sometimes 'The air turns blue' above the driving range as Arroyo Seco golfers get frustrated with their last shot. At other times, when they hit 'the sweet spot' and the ball flies yards down the center, there is a temporary sigh of satisfaction. Isn't that what golf's all about?

Arroyo Seco

From page 7

space.

Controversy arose again in 1941 when a semi-pro baseball team, the Rosabell Plumbers of

Highland Park, wanted to build a clubhouse in the Arroyo Park with a long-term lease. A South Pasadena editorial protested the idea of



BULL'S EYE--Every weekend, archers can be seen pitting their skill against distant targets in Arroyo Seco Park.

"paying for the privilege of denying the public the right to use their park." The judge apparently agreed.

In the 1950's the question of what to do in the Arroyo Park area of South Pasadena again came into question. A polo field had been

See Arroyo Seco, page 9



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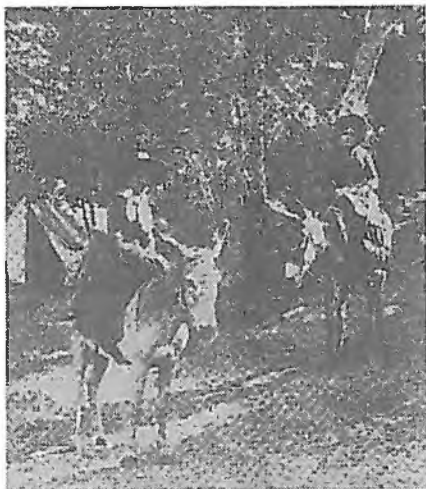
COWBOY--Cares evaporate when a man gets on his horse and goes for a ride down Arroyo's bridle paths.

proposed and a croquet field was requested. A businessman wanted to build a drive-in theater and other residents wanted a lake stocked with fish.

Fortunately none of these plans came into fruition. In 1986 South Pasadena paid half a million dollars to refurbish the park. Much of it has been improved but it still lacks a cohesiveness and remains a target of vandalism.

Back in 1911, when President Teddy Roosevelt was returning from a guest appearance at Occidental College, he passed by the Arroyo area and told his companions, "This Arroyo would make one of the greatest parks in the world."

Somehow it has yet to live up to his expectations.



TENTING IN ARROYO--At the turn-of-the-century, a favorite weekend trip.



STAIRWAY FROM THE PAST--Stairs were used when Busch Gardens encompassed part of Arroyo. Featured were an old mill and statues of children's favorite fairy tale stories such as 'Snow White and the Seven Dwarf's.'



GOOD PUTT--Friendly par 3 Arroyo Seco Golf Course is a place for residents to unwind after a hard day's work. The well-tended course offers gentle slopes, fast greens and shady trees.



Raymond Hotel from Monterey Road area of South Pasadena - 1895

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The First Freeway In The West —

Arroyo
S.P. Quarterly
Summer 1993

by Norma LeValley

Fifty-three years ago, the beating of tribal drums could be heard in South Pasadena as Chief Tahachwee of the Kawie Indian tribe "relinquished the rights of his people in the Arroyo Seco and formally transferred the property to the State."

For years before white settlers were even aware of the area, the Arroyo had been the homesite of local Indians and a direct route for the Indians to the ocean.

On the night before the formal opening of the Arroyo Seco Parkway, now known as the Pasadena Freeway, more than 200 Indians camped in the Arroyo, "lighting their council fires and feasting."

This ceremony made way for the December 30, 1940 formal dedication the following day. With the cutting of the rose chain, a caravan of 400 automobiles, headed by Grand Marshal E. Raymond Cato, Chief of the Highway Patrol and Sally Stanton, the 1941 Rose Queen, entered the freeway for the first time.

Governor Culbert Olson gave the dedication address, lauding the freeway as "the first freeway in the West." He continued with "It is only the first. And that is its great promise of many more freeways to come."

While the city councils of Pasadena and South Pasadena passed resolutions approving a Grevelia route through South Pasadena in 1934, Governor Frank Merriam signed legislation in 1935 approving the freeway but not signifying the route. The newspaper accused the Pasadena city engineer of not allowing South Pasadena to view the plans.

When the plans were finally shown, valuable property and several homes in South Pasadena were on the route to be destroyed, a mass meeting was held opposing the "speedway" and "eyesore."

Against vocal opposition, the Arroyo Seco Freeway was approved.

Being the "first freeway in the West" it has been the first in the west

to be outdated. Narrowness of lanes, curves too sharp and on and off ramps too short in length made it a hazard for trucks with the current 55 mile an hour speed limit.

The Arroyo Seco Parkway, which absorbed city, park, land and several homes, did not have quite the disruptive factor the proposed city-dividing 710 freeway extension would impose.

The state-of-the-arts, Arroyo Seco Parkway, which was prided at

allowing cars the ability to go "over 45 miles an hour," now appears to be a dinosaur.

What is the life span of a freeway? With the oncoming light rail innovations, the metrolink and the futuristic new train systems, are freeways already obsolete? Certainly the 710 extension would be out of date before the cutting of the opening ribbon. Like the Kawie Indians, have freeways become historic reminders of the past?

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Journey Through The Arroyo

By PAT SIMMS, PASADENA HISTORICAL MUSEUM



From its headwaters deep in the San Gabriel Mountains, the stream of the Arroyo Seco tumbles down through steep canyons lined with alders, sycamores, willows and bays, sparkling pools and waterfalls, depositing rock and sand to create a broad alluvial terrace at the edge of the foothills. These "bottomlands," widening into a boulder-strewn dry wash that flows into the Los Angeles River, have provided a shelter for outlaws, a wildlife corridor for animals, abundant habitation sites for the original native Tongva/Gabrielino peoples, a recreational mecca for tourists and an inspiration to artists.

In days gone by, cougars, grizzlies, coyotes, deer and a myriad of smaller animals, reptiles and amphibians roamed its trough and banks, and hawks, phoebes, flickers, jays and finches have delighted bird-watchers over the years.

Their culture thriving at the time of Spanish conquest, the Tongva/Gabrielino Indians maintained permanent rancherias along



Top photo: Devil's Gate picnic, March 31st, 1888. Bottom photo: Kettle Falls, Arroyo Seco.

the banks of the Arroyo. Fully utilizing the resources of the area, these hunter-gatherers pursued deer, mountain sheep and smaller animals, relying on indigenous plants for food, medicine and tools.

Elderberries, acorns, holly-cherries, currents, edible roots and pinon nuts were dietary staples, while yucca, chapparal and greasewood provided materials for tools and implements. Dwellings consisted of thatched wickiups with brush covered huts serving as storehouses. In the spring the Tongva trekked up the Arroyo into the mountains to hunt, fish in the streams and gather the abundant nuts and berries, returning once more to their villages along the lower Arroyo in October.

With the arrival of Gaspar de Portola and his band of padres and soldiers in 1769, the pastoral world of the Tongva, and the Arroyo, changed forever. Traveling north from San Diego to Monterey, the Spaniards arrived in August and set up camp at the junction formed by the convergence of the LA River and the Arroyo Seco. In the words of Father Juan Crespi, diarist to the expedition, "toward the north-northeast there is another river bed which forms a spacious water-



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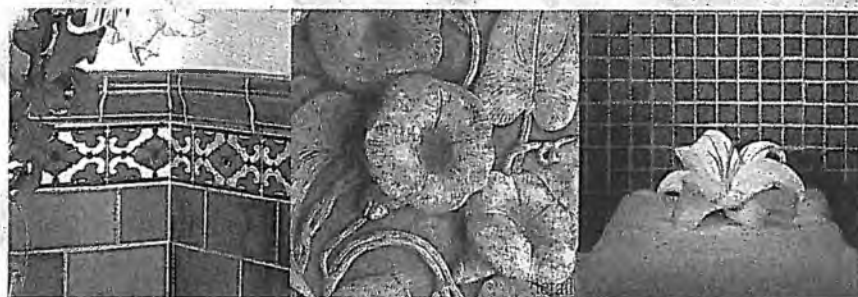
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course, but we found it dry. This bed unites with that of the river, giving a clear indication of great floods in the rainy season, for we saw that it had many trunks of trees on the banks."

Soon, the first Mission San Gabriel Archangel was established in 1771 on the banks of Rio Hondo, and by 1775, when moved to its present site further to the north, the natives had been incorporated into mission life, tending herds, serving the padres and working the fields. What small stands of pine existed in the Arroyo were soon depleted through logging and timbering. While most of the natives succumbed to mission rule, a few renegades escaped into the rugged San Gabriels, and the Arroyo Seco, with its canyon and ravines, provided a natural route of concealment.

Following the Secularization Act of 1833, mission life drew to a rapid close, ushering in the era of the great land grant ranchos. Rancho La Canada to the north and Rancho San Pasqual, which ran through Altadena, Pasadena and South Pasadena, maintained vast herds of cattle which ranged over the land with its abundant foliage and water.

Vaqueros captured grizzlies in the area and constructed rings for bear-bull fights in the lowlands of the Arroyo. The sloping grasslands above its banks continued to provide grazing land, and soon the first ditches were dug channeling water from the Arroyo to irrigate rancho crops. By the 1850's, the Land Act of 1851, high taxes, squatters, court battles and drought ushered in the coming of the Anglos and the end of the era of the ranchos.

Within a short period, prospectors, government explorers, squatters and hardy settlers descended upon the fertile valley, and with them came bandits, cattle rustlers and horsethieves. The elusive Tiburcio Vasquez often followed the rough climb up the Arroyo to the divide between the Arroyo Seco and Tujunga canyons, on up to the high country of Chilao-Horse Flats. This long narrow valley, surrounded by peaks and boulders, made a nearly impregnable hideout before the captured stock was driven down

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Little Rock Creek to the desert and the mining camps of the Mojave.

By the end of the century, settlers were pouring into the San Gabriel Valley, and miners, pioneers, squatters and homesteaders traveled up the Arroyo seeking choice locations, while hunters and fishermen foretold the coming era of the mountain resorts. John Brunk, Jesus Rubio Maron, Owen and Jason Brown and Captain William Henniger were among those stalwart adventurers who first settled the canyons and sloping plateaus around the Arroyo. Subsequent years found hardy tourists venturing up the Arroyo on mule or horseback to enjoy the delights of Switzers Camp, Teddy's Outpost, Camp Oak Wilde or the more than 120 private cabins on land leased from the Forest Service.

This idyllic scene lasted only a few years. In time, the City of Pasadena acquired the major portion of water rights to the Arroyo Seco, and with the completion of Devil's Gate Dam in 1922, the course

CONTINUED ON PAGE 18

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CONTINUED FROM PAGE 16

of the Arroyo was changed forever.

A pictorial history of the Arroyo Seco is currently on view at the Pasadena Historical Museum. Through historic photographs, we are given a glimpse of life in and around the Arroyo, from its wild early days up to the present. Also included are maps and illustrations from Caltrans depicting the construction of the Arroyo Seco Parkway. A joint project of the Museums of the Arroyo, the exhibition includes photographs from the Pasadena Historical Museum and private collector Jane Neely. Also available for purchase in the Museum's Gift Shop is the newly-created "Illustrated Historical Map of the Arroyo Seco," highlighting 28 of the Arroyo's wonders with photos and descriptions, including parks, recreation areas, museums, trails and historic sites. For information on the exhibition or the illustrated map of the Arroyo Seco, call the Pasadena Historical Museum at 626-577-1660, extension 17. 🌱

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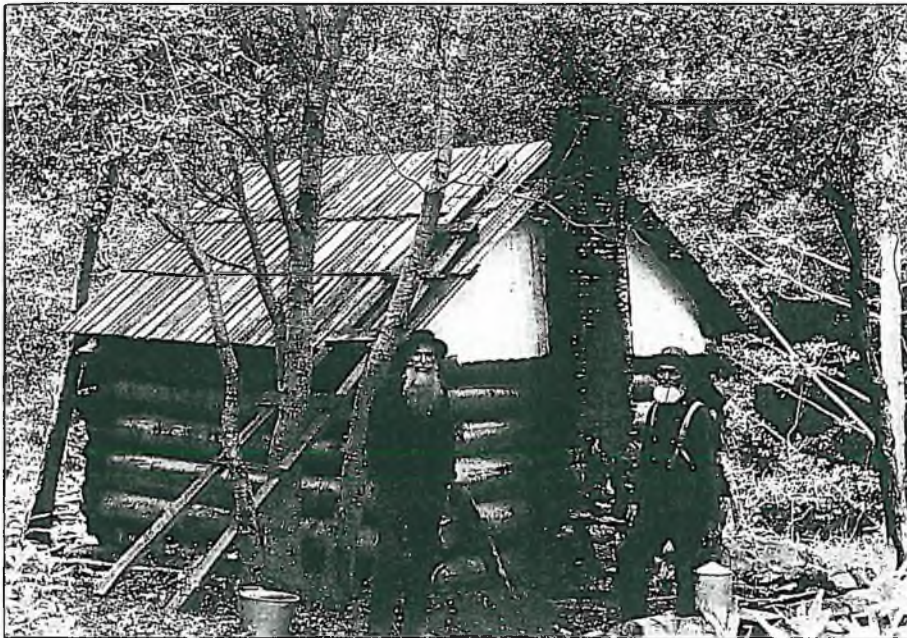
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MOUNTAIN MEN OF THE ARROYO

BY JUNE DOUGHERTY



John Brown's sons at their cabin on Brown's Trail.

Other than the early outlaws who took the route along the Arroyo to escape pursuers, the main early settlers of the Arroyo a hundred years ago were the mountain men.

Probably the most famous historical figures associated with the Arroyo were, Jason and Owen Brown, who were sons of John Brown. He was the eccentric, long-time abolitionist who in 1859 marched into Harper's Ferry, Virginia leading a small force, hoping to liberate slaves and start a war between the blacks and the whites. He was captured by soldiers led by Robert E. Lee and later that year hanged. John Brown is referred to in the old song which begins with "John Brown's Body Lies a Mouldering in His Grave."

The Brown brothers lived in Casitas for several years after their father's sad fate. Their cabin was secured from the effects of Santa Ana winds by timber props.

Charles Pate was a well educated, single young man who came from England in 1893 and a few years later married Mary Wilbur, the lone teacher in the La Cañada School. As

a remittance man who received money from his "well fixed" family, with time to write and no doubt encouraged by Mary, Charles became the chronicler of early La Cañada. In the 1940s he penned his memoirs *Reminiscences of a Tenderfoot*. Later he wrote many articles for the *Montrose Ledger*.

Pate's approach to the Arroyo was, of course, from the west on the Soledad Road. According to Pate's writing, including his spelling and his use of the ampersand, it started near what is now almost the center of Montrose and "cut diagonally across the (La Cañada) Valley & so on around the west bank of Arroyo Seco. It was to have been a short cut to Acton [in Soledad Canyon] but the building of the Southern Pacific Railroad (to Los Angeles) rendered its completion unnecessary. I never knew just how far the actual road was graded to waggon width because the mountain slid & carried it away, but I used to go as far as the slide. Branching off from the Soledad Road was a narrow waggon road which led to the canyon bottom about 2 miles above the mouth of the



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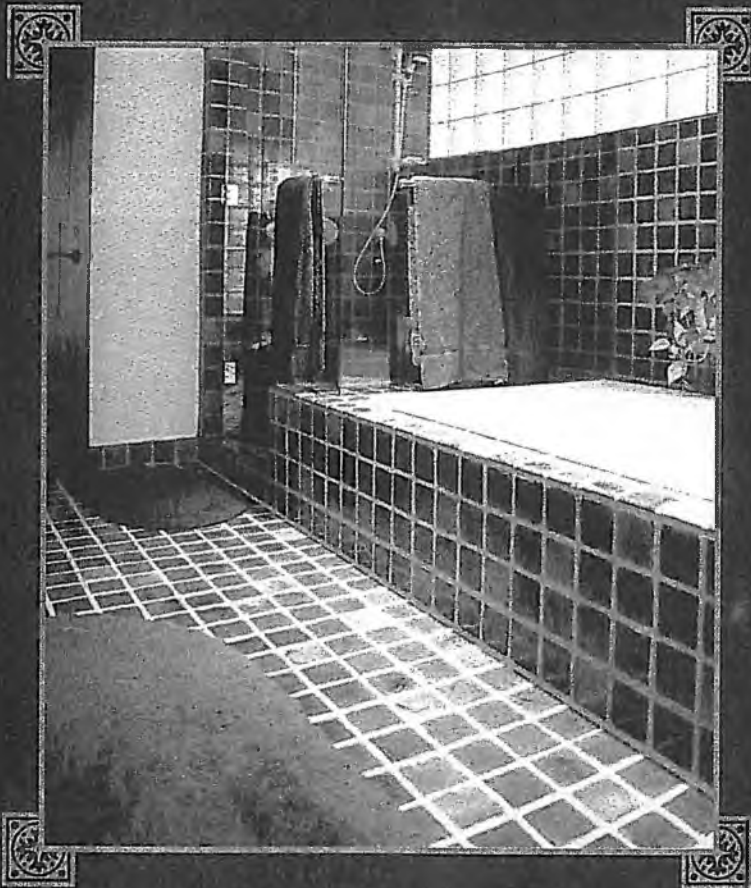
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canyon: this was known as Brunk's Grade."

"Brunk was an enormously fat Dutchman (German) whose cabin and apiary occupied the flat where the Ranger station now stands. He lived alone & wore very tattered clothing. On one occasion he & an assistant were extracting honey and, as the bees were particularly cross, it was decided to suspend operation till things calmed down a bit. Brunk led the way from the extracting house to the cabin: just as he reached the top step a bee or bees found an opening in the rear and fired a salvo. Brunk made 'one yump' & his legs went through the rotten floor & the splintered wood held him there till he could be sawed out."

Another mountain man living in the Arroyo was "Berchard, a little Englishman with a squeaky voice who lived in a cabin about half way up the grade. His great ambition was to get enough money to go back to England & end his days in the poor-house: I don't know what finally became of him. In the days when Rob Waterman [for whose wife, Elizabeth, Mt. Waterman was named] & I were going back & forth to Switzer's Camp we would sometimes camp overnight in the canyon & Berchard would come down to chat with us. He had been bragging about the fine job he had done in repairing the rough road in the canyon bottom & happened to mention that he was driving to Pasadena next day: Rob. asked him to bring out a sack of flour. Berchard replied that he could not haul it over the rough road. 'But you just said you had fixed the road.' Berchard answered, 'I fixed it for going down but not for coming up.'"

"Barker & his family lived on a small clearing further up the canyon. Trout were plentiful in the stream & you could catch all you wanted with a willow pole, line, hook & a worm. (They were planted by the State of California that spring.)

The conversation turned to trout: now the largest one I ever saw pulled out was 12 or 13 inches long, though some one claimed to have caught a 17 incher. That was peanuts

as Barker had caught one 3 ft. long & weight almost two pounds."

Thus in *Reminiscences of a Tenderfoot* Charles Pate recorded his contact with many adventurers, healthseekers, hermits, and sometimes eccentrics who lived in the foothills in or near the Arroyo Seco. Commodore Switzer was there founding the resort still named for him. Health-seeker, Robert Waterman and his wife Elizabeth worked for the Commodore in the 1890s and took over management of the resort in 1895.

There are stories about the rock quarry from which granite was hauled by rail to become the breakwater at Los Angeles Harbor. And even stories about the rail line built for this chore.

Charles Pate's memoirs and his later articles for the *Montrose Ledger* is certainly the most detailed account of the early days in the community of La Cañada. His many stories of contacts in the San Gabriels bring to life many characters who lived there so long ago.



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